the latest dates from those ports. The Radwog arrived on Sunday, 156 days from Boston bringing a full cargo of merchandise and stores for the whaling fleet. Her arrival has given great satisfaction, for the goods she brings are all much needed, and her non-arrival would

have greatly inconvenienced our traders, planters and whalers. Our harbor is filling up and the wharves begin to wear their crowded fall aspect. The detention of the Kilauca in port is greatly complained of, and is very seriously felt now in the busiest season of the year, when calms prevail and speed is de-

BONE-We hear of a sale of whalebone at p. n. t., but understand the price was below the Consular rate.

Evenance-The sterling bills of the war vessels lately in port were taken at 52 @ 54d, to the dollar. Drafts on the Eastern States, payable in gold, have been sold at 10 per cent. off the face. Whalers' bills, payable in currency, are unsettled, but we hear that some have been closed at 40 per cent. discount.

COMMERCIAL ITEMS.

Recent commercial circulars from China say that the new crop of tea was coming in very slowly, and would, owing to the disturbed condition of the country, cost more than last crop. In New Bedford, ship Brewster, of Mattapoisett, 220 tons, was sold by auction with all her whaling apparatus, to Messrs. J. & W. R. king, for \$5,425, and is to be continued in the whaling business.

Bark Champion, of Westport, at New Bedford, 209 tous, was sold at auction in New Bedford 11th, without her whaling inventory, by Major Borne to Robert B. Greene, of New Bedford, for \$4,525. She will hereafter be employed in the freighting business between New Bedford and Philadelphia, bringing pe Tracey, late of brig Orozimbo, recently engaged in the same

Coal. -- Statistics of the Pennsylvania coal trade, for the present season, show an aggregate production of nearly 5,000,-000 tons, against less than three and three quarter millions to the same time last year.

The whole number of vessels destroyed by rebel privateers, is 150, comprising 1 gunboat, 1 steamer, 1 steam-tug, 39 ships, 34 barks, 43 schooners, amounting to 61,429 tons, valued at about \$3,050,000; value of curgo, \$5,900,000, making a total of The introduction of machine-made bags dates subsequent to

the Exhibition of 1851, and all branches of trade are now using them. The manufacture of the bags consumes an immen quantity of gray and brown paper. One of the large London works turns out 130,000 bags per day. An important survey of guano deposits on the coast of Peru

has been concluded, and the stocks were estimated at 1,500,000 tons on the Macabi islands, 2,500,000 tons on the Guanape group (opposite the point of St. Heiena), and 4,000,000 tons on the Lobos Island, representing a total value of \$230,000,000, or £46, THE OLDEST SHIP .- The oldest vessel affoat has just been condemned on the Peruvian coast. She was ninety years old. This was none other than the whaling bark Maria, of New Bed-

ford, United States. She was the first ship which carried the United States flag in the British Channel after the great revolu-Mr. F. Martin, one of the assistant master shipwrights at Sheerness, having submitted to the British Admiralty an invention for steering vessels of war by steam power, in lieu of manual labor, directions have been received from the Admiralty for

a model of the invention to be prepared and forwarded for their fordships inspection, previous to its being tested by actual Mosey & Date. - "Money remains very abundant, and is quite a drug at five per cent-capitalists find great difficulty in

employing their idle means," reads Mr. Snap, the junior partner of the firm of Messrs. Dunup, Ketchum & Co.
"Well, that's doosid strange; here I've been trying to get one of your notes done at 3 per cent per month, and nobody will touch it with a pair of tongs, not even with Hookem, Snivey & Snakey's endorsement upon it. And what makes it confounded odd is, that Snivey says he has been trying for a week to one of our notes with their endorsement on it. Yes, I like that! Money 'quite a drug!' 'Capitalists!'-I wonder where one of them distressed individuals hangs out !- find great difficulty'-hum! haint tried it on with me or Snivey -' in employ ing their idle means,"-idle! come now, that's rather steen when Swesey, the broker, told me to-day that he wouldn't let an archangel have money less than a quarter per cent. an hour. I offered him our paper at 5 per cent. a month, and he told me a story about a dog.'

Shipe' Mails.

For Hilo-per Emma Rooke, this day. For Lanaina-per Nettle Merrill, this day. For Hanales-per Moiwahine, this day. For SAN FRANCISCO-no vessel in port.

PORT OF HONOLULU, H. I.

ARRIVALS. Oct. 16-Sch Oct Fellow, Johnson, from ports on Kauai, with

ods wood, 1 cabin, 16 deck pass. 16—Am wh ship George Howland, Jones. 16 mos out, frm Arctic, with 1700 wh, 16000 bre, season; 385 sp, 17—Sch Moikelki, Napela, frm Lahaina and Kahului, with wheat, sugar and molasses. 17-Am wh bark Barnstable, Brownson, 42 mes out, from

Arctic, with 230 wh, 3000 bne, season; 70 sp, 1700 wh, 21000 bne, voyage. 18-Am wh bark Tamerlane, Gray, 14 mos out, from Arctic, with 1000 wh, 16000 bne, season; 1100 wh, 17,-

18-Am ship Raduga, Ropes, 155 days from Boston, with general mose to C Brewer & Co. Anchored outside. Entered port next day. 18—Am bark Covington, Jenks, 35 mos out, from Arctic, with 800 wh, 19,000 bne, season. Lay off and on .

Entered port next day.

19—Steamer Annie Laurie, Marchant, fm wiodward ports, with 140 bgs coffee, 2 rolls leather, 32 bris beef, 20 heep, 20 builock, 34 deck pass.

19—Sch Jeannette, fm Moloaa, with lumber. 20—Am wh ship Champion, Worth, 35 mos out, from Arctic, with 900 wh. 13,000 bnc, season. 10-Sch Nettle Merrill, Wetherby, from Lahaina and Makee's Landing, with 16 cds wood, 2 bris tallow, 7 cabin, 16 deck pass. 20-Sch Emma Rooke, Bush, frm Hilo, with 14 bgs fun-

gus, 5 bgs pulu, 8000 oranges, native freight, 17 bullock, 5 cabin, 64 deck pass. 20-Sch Warwick, Bull, from Molokai, with native freight, 21-Sch Moiwahine, Kuheana, frm Hanalei, with 176 kgs

sugar, 14 cds wood, 20 sheep, 5 deck pass. 21-Am wh bark Lagoda, Pierce, 38 mos out, from Arctic, with 1600 wh. 20000 bnc, season; 301 sp. 2300 wh, 28,000 bne, voyage. 21—Sch Kamehameha IV, Clark, frm Maliko.

DEPARTURES.

Oct. 15-Seh Kamoi, Wilbur, for Lahaina and Kahului. 17-Sch Odd Fellow, Johnson, for ports on Lauai. 19-Sch Kekauluohi, Haley, for Kau and Kena. 19-Sch Hannah, for ports on Kauai. 19-Sch Moikeiki, Napels, for Lahaina and Kahulu 20—Eng Iron steamer Fusi Yama, Dundas, for Shanghae. 21-Steamer Annie Laurie, Marchant, for windward ports

MEMORANDA.

IP Ship George Howland, Jones, reports-Entered the Arctic July 17th, and cruised there during the season. Took the first bowhead July 19th, Lat. 67 °, 40, N., Long. 170 °, 30, W.; took the last Sept. 10th, Lat. 69 °, 30, N., Long. 175 °, W. Saw most whales in Lat. 70°, Long. 174°, 30, W., August 20th to 30th. Left the Arctic September 17th. Had a pleasant passage to Honolulu, with the exception of a heavy gale from the N.W., October 3d. Spoke the following vessels: September 13- Pacific, 17 whales; W. C. Nye, 4 whales; Scean, 1 whale. September 20-Europa, (Edg.,) 1250 bris.; Euphrates, 7 whales; Fahrus, 5 whales; Adeline, 1100 bris; Thos. Dickerson, 1100 bris. Heard from the following vessels: Corintisian, 11 whales; Brunswick, 800 bris; Henry Kneeland, 4 wholes. Also, Oct. 10, Lat. 29 °, Long. 155 °, 49, bark Cambridge; Brooks, 10 days from Honolulu for San Francisco

37 Ship Raduga, Ropes, reports - Left Boston May 15-was 20 days to the Line, 81 days to Cape Horn, 113 days to 50 2 S., Pacific. Crossed the Equator when 138 days from port, in Long. 120 ° W. From thence, 17 days to port. Spoke no

Bark Covington, Jenks, reports-Left Honolulu October 16, 1862, for Bouka and New Ireland, where I obtained 200 barrels of sperm oil. Experienced very bad weather most of the time while cruising, with strong currents-and we drifted as far west as the Admiralty Islands. Left March 6, 1863, for Hakodadi; arrived off East end of Matsma Straits April 25th, where we had head winds, which detained the ship twenty days. Left Hakodadi May 22, for the Arctic Ocean. Arrived in Bhering Straits June 28-took first whate July 12, in the straits. Entered the Arctic July 13. Took my last whale September 5th, Lat. 71 °, 50, N., Long. 170 °, W., all told took 9 whales. Left the Arctic September 12 on account of ship leaking. October 12, Lat. 27 °, N., Long. 152 °, 30, W., spoke ship Orion, of Boston, from Puget Sound, for China, with

VESSELS IN PORT-OCT. 22.

Am ship Asa Eldridge, Coleman, in ballast. Bremen ship Elena, Bremer. Am ship Raduga, Ropes. Am bark Helen Mar, Deshon Bremen bark Georg & Ludwig, Hacsloop. Miss brig Morning Star, Gelet Steamer Kilauea, McGregor.

Ship Reindeer, Raynor. Harvest, Loveland. Geo Howland, Jones Champion, Worth. Fanny, Bliven. Lagoda, Pierce.

Bark Pearl, Hull. Catherine, Phillips. Braganza, Felbehr. Barnstable, Brownson. Tamerlane, Gray. Covington, Jenks.

PASSENGERS.

FOREIGN. For SHANGHAE-per Fusi Yama, Oct. 20-Limkum.

Vessels Expected from Foreign Ports.

Am ship Tanjore, Martin, would leave San Francisco October 8th to 10th for Hongkong-to touch at Honolulu. Am bark Comet, Smith, would leave San Francisco about Oct.

Sch Manuokawai, Bent, from the Marquesas Islands-due in Am ship Clara Morse would leave Puget Sound early in Sept. for China-will touch at Honolulu for men.

Eng ship King Lear, Cordis, would leave Puget Sound about Sept. 15, for France-will touch at Honolulu for men. Haw ship Hae Hawaii sailed from New Bedford June 27, with general moise to Wilcox, Richards & Co. Old'g bark Julian, Lubbers, sailed from Bremen July 4, with general moise to Melchers & Co. Schooner Onomes, Way, sailed from Boston about August 7.

IMPORTS.

From Pugar Sound-per Fusi Yama, Oct. 14-13589 feet rough lumber, 8350 feet pickets, 25,000 lathes, 1 spar, 8 cs

From Boston-per Raduga, October 18-C Brewer & Co-9 cs, 3 csks hardware, 4 kgs spikes, 8 kgs rivets, 5 cs agricultural tools, 1 scraper, 10 hlf kitts fish, 53 bndls pipe, 1 bx fittings, 1 bndls spar, 1 bx bedsteads, 1 bndl bedsteads, 10 brls salt, 4 bxs stove polish, 10 bxs acid, 2 cambooses, 2 cs furniture, 2 whaleboats, 1267 hlf bri heads, 253 bdls clupboards 226 pes boards, 6 cs, 3 bris wooden ware, 1 tierce twine, 79 bndis paper, 50 doz pails, 6 nets tube, 62 pcs oak plank, 16 pcs oak joist, 232 prs boat oars, 16 pcs heading, 20 bris pitch, 20 bris kaolin. 31 pkgs oil shooks. 3 csks heads and hoops, 2000 nsts bris. 6 kgs comp nails, 9 kgs, 1 bri, 12 cs paint, 4 bndls shafts, 11 bndls handles, 2 bndls wire, 1 bndl rakes, I bndl matches, 2 pkgs ink, 6 pcs boilers, 105 tons coal, 57 csks coal, 10 iron plates, 60 iron buckets, 20 iron segments, 5 ketries, I tank, 2 grate barriers, 62 iron plates, 60 grate bars, 4 bxs, 5 pcs formace fronts, 30 pcs machinery, 2 clarifiers, 1 sheet iron, 20 coolers, 1 rl belting, 4 pcs pipe, 8 csks heads and hoops, 43 budis shooks, 12 bxs glassware, 1 trunk, 4 cs mdse, 49 bndls oil shooks, 8 caks heads and hoops, 75 nats trunks, 10 bls burlaps, 300 budls hoop iron, 6 tcs hams, 50 brls pork, 123 oars, 10 cs groceries, 30 kgs groceries, 10 cs yeast powders, 24

clocks, 21 stoves, 1 bx repairs, 2 bxs mdse, 26 bxs scapstone, 1 bri, 1 bl, twine, 4 cs thread, 1 cs cotton, 8 hlf bris, 8 qr bris, 50 eris, pork. 17 bxs mdse. R W Wood-500 bris shooks, 500 hlf bris shooks, 60 pkgs heads, 1 pkg mach'y, 1 bx mdse, 1 bx wire cloth, 1 iron safe.

bas preserves, 30 qr bas fish, 3 cs saddlery, 2 cs dry goods, 6 cs

chairs, 100 bxs roofling, 1 bx tacks, 2 brls naptha, 2 brls ce-

ment, 10 brls rosin, 40 kgs bide poison, 10 cs benzoin, 2 cs

hitney-3 cs books. E O Hall-11 stoves, 2 pkgs hollow ware, 1 kettle, 30 cs zinc, 60 kgs lead, 10 asts trunks, 6 grindstones, 4 bdls handles, 14 badls ron, 11 bndls wooden ware, 2 cornshellers, 1 bndl steel, 5 reels pipe, 72 cs. 5 pkgs, 10 kgs, 4 csks, 5 brls mdse.

E H Allen-4 cs ploughs, 62 cs wheels, 7 bxs indse. Castle & Cooke-6 plow froms, 1 nst cauldrons, 8 cs. 7 bxs, 1 H Dimond & Son-1 bndl rakes, 2 bndls boes, 20 kgs lead, 6 boilers, 13 cs. 4 kgs. 26 csks, 2 budfs, 1 brl mdse. W N Ladd—30 grindstones, 1 stove boiler, 6 bellows, 3 pkgs,

14 csks, 21 kgs, 1 bnd! mdse. I Bartlett-1 pr sugar drainers, 1 eugine pulley, 1 bed plate, 1 water wheel, etc, 1 shaft, 1 iron box, 1 pulley, 2 bndls iron J Makee-2 bxs mach'y, 1 sugar kettle, 2 coolers, 10 sides,

Haiku Sugar Co-18 wheels, 9 necks, 3 bndls cart bodies, 12 wheels, 6 axles. 4 pr side boards, 3 bndls cart boards. W C Parke-3 cs, 2 rls leather, 2 chests.

E Hoffschlaeger & Stapenhorst-10 cs tobacco. Mrs Dominis-2 bxs, 1 hif bri. P C Jones, jr-3 bls, 1 bx paper. J T Waterhouse-1 cs.

S C Damon-2 bxs. H W Severance-1 box.

J A Thompson-1 bx furniture. order-5 bxs mach'y, 1 engine pulley, 1 engine bed plate, 1 pr sugar drainers, 59 pcs mach'y, 2 clarifiers, 4 kettles, 1 boiler, solers, 3 hdls pipe, 50 prs bars, 2 harriers, 3 furnace mouths 32 sides, 16 bottoms, 100 bxs mdse, 25 bis gunny bags, 75 hf bris sugar, 20 hlf brls dried apples, 12 cs groceries, 22 kgs, 3 cs, paints, 2 cs hats, 6 cs blacking, 9 cs hardware.

EXPORTS.

For Shanghae-per Fusi Yama, Oct. 20-100 pkgs ale, 800 bags flour, 75 tons coal, 26 tons patent fuel

THE PACIFIC Commercial Advertiser.

THURSDAY, OCTOBER 22. England and America.

The somewhat squally appearance of the political horizon between America and England at the latest advices, (which may have been the real cause of the rise in gold in New York) creates unusual interest for the news that will next reach us. Our readers need not now to be informed that almost the only injury inflicted to American commerce during the present rebellion, has been done by vessels fitted out from England. Already American shipping to the value of twelve millions has been destroyed, and three-fifths of her foreign tonnage have been swept from the ocean, by being burned, or sold to go under foreign flags, or detained in home ports; while three-fourths of her foreign commerce is performed by foreign bottoms! No other nation but England has permitted its subjects to furnish aid to the rebels, by supplying them with vessels or any other material contraband of war. The United States, from necessity, have thus far had to put up with this foreign aid to the rebels, given to them in open violation of what has been acknowledged to be the law of nations.

At the last accounts this matter was assuming so grave an aspect, that the American Government can not long remain quiet, and had already firmly protested against the fitting out of the iron-clads which are being built in England for the rebels. Three of these were nearly completed. One was launched and would be ready to sail in August or September, an account of which will be found on our next page. If these iron-clads are allowed by the British Government to leave its ports and enter the rebel service, after the protest made by the government, the American people will probably feel like urging their government to take a step further, and resent the act by an open declaration of war. President Lincoln, however, has on more than one occasion said, "One war a time," and open rupture can only be brought about by the unanimous and reiterated demand of the people. "There is a point beyond which forbearance is a crime"-with nations as with individuals, and should it appear that Laird and his accomplies are to be allowed by the British Government to supply the rebels with iron-clads or a war fleet, the whole world will point the finger of seorn at America, if she silently submits to it.

Would England permit America or France to supply rebels in Ireland or India with an here is an open field for capitalists to engage in. iron-clad fleet or guns or powder? Never. supply rebel Algeria with iron-clads or any con traband of war? Never. If then these governments would instantly resent such neutrality and deem it a casus belli, is there any honorable course left for America but to put a stop to it, or at least attempt to stop it. It is the honor of the Nation that is involved in this question, not its strength. No nation can command respect that permits its acknowledged rights to be violated or even tampered with by another nation. It may not be able to vindicate its honor at the present time, even if it undertakes it; and probably the rebels would be far more likely to succeed in case of a war with England. But if the rebels are to be thus aided by covert allies, better at once come out and let the contest be an open and a fair one. If a war with England rested on this question alonethe right to aid the rebels by permitting her subjects to supply them a fleet, the whole world

would condemn her at its very outset. But it cannot come to this. There is too much honor in the English people if not in its ministry, to allow a rupture for such a cause; and the ministry can never do acts that the people will repudiate. There is a standard of right and wrong that is the same among all peoples,

of that government. The fact that the London Times, that universal mouth piece of the people, sea, is the most hopeful indication we have that they will not. But should they, after the protests that have passed, be permitted to go into the rebel service, America will deserve to be sneered at if she fails to demand satisfaction. War is an evil, but it is not the worst evil that can happen, and the honor of a nation sometimes demands that acts of clear injustice and illegality be resented.

As there is a possibility of a rupture sooner or later, growing out of this rebel piratical fleet and the vessels destroyed by it, the following statement of the iron-clads in the American and English navies will be interesting:

The American Iron-clad Fleet. New Ironsides-240 feet, 3,250 tons, 18 guns, 11-inch and 200-pound rifles; speed 8 knots; in service at Charleston. Roanoke-razeed frigate, 265 feet, 4,500 tons, 3 monitor torrets; armament 6 15-inch guns; speed 8 or 9 knots; in service at

Galena, in service on James River. Atlanta, a prize captured from rebels, 5-inch plates, speed 10 knots; in service at Charleston. Ten Monitors-200 feet length, 844 tons, covered with 5-inch armor; one turret each of 11-inch plates; armanent 2 guns, 11-inch and 15-inch; all in service but the last. Their names are: Passaic, Montauk, Weehawken, Catskill, Patapsco, Saugamon, Nahant, Lehigh, Nantucket, and Camanche (this last is the California iron-clad.

Nine improved Monitors-each 1,034 tons; 1 turret; arma-

ment 2 guns, 13-inch rifles, to bear 75 lbs. powder at a charge. Names: Catawba, Canonicus, Manhattan, Mohopac, Manayunk, Oneata, Sangus, Tippecanoe, and Tecumseh. All launched during the summer. Four Monitors -designed by the Navy Department, each 260 feet long; 1800 tons; armor 5-inch iron on 4 feet wood; armament, 2 turrets, 4 guns, 2 of them 15-inch and 2 200-pound rifles. These are designed to be very powerful and swift vessels in the Navy, each vessel having 4 engines and 2 screws. Names: Monadnock, Tonawanda, Agamenticus, Miantonomah. The above were all launched in August. Onondaga, 226 feet, launched in July; armament 2 turrets, 4

heavy guns; 2 screws; nearly ready for service. Puritan-340 feet, 3,265 tons, draws 20 feet, armed with a ram. all iron, plated with 104 inch plates, on 3 feet oak, 2 turrets; 24 inches of iron; armament, 4 heavy guns; to be launched in October. It is designed to be a splendid ocean iron-clad. Dictator—350 feet, 3,033 tons, speed 18 knots; armed with a ram; one turret, with two guns; to be launched in October, and ready for service by Jan. 1, 1864. Dunderberg-5090 tons, wooden iron-clad; speed 18 knots; armament 10 guns; to be ready for service in the Spring.

Fifteen Monitors -of light draft and double bows, for service on the Southern coast and rivers; already launched and nearly ready for service. Six new Dictators-recently contracted for, and of about the size and style of the Dictator, though each will differ from

the other in some respects.

Niagara—razeed frigate, 4,000 tons, now being iron-plated at the Charlestown Navy Yard Stevens' Battery, 6,000 tons; 420 feet long; 8,000 horse-power, two screws, estimated speed 18 to 20 knots; nearly completed. Making in all 54 iron-elad vessels, 43 of which are affoat, and the remaining 11 are on the stocks and in process of construction.

This list does not include the fleet of iron-clads on the Western rivers, which numbers about 25. These, being designed only for river service, could never be used on the sea coast, nor be of reason should not be reckoned as a part of the navy of the government. The total number of vessels registered in the United States navy and in actual service in October, 1862, was 427; the number in October, 1863, probably exceeds 500.

British Iron-clads, January, 1863. The following is a list of England's armorplated navy, the whole of which, it was recently stated by the Secretary of the Navy, will be ready for sea by April, next year. The four marked with a star (*) were then in commission. The Prince Albert and the Royal Sovereign are to be provided with cupolas or turrets on Captain Coles's plan.

Iron-clad Vessels-Partly Iron-clad.

Name.	Length	Draft Ft. In.		Tons	Weight of armor. Tons.	Guns	Horse Power	
Black Prince*	230	25.	11	6,109	8001	40	1,250	
Warrior*	230	25.	0	6,109	800	40	1,250	
Defence*	280	24.	11	3,720	450	16	600	
Resistance*	280	24.	11	3,710	450	16	600	
Achilles	380	26.	3	6,079	800	30	1,250	
Agincourt	400	25.	8	6,621	850	50	1,350	
Hector	280	24.	. 8	4,063	450	32	800	
Minotaur	400	25.	8	6,621	850	50	1,350	
Northumberland	400	25.	8	6,621	850	50	1,350	
Prince Albert	240	20.	0	2,529	127	5	500	
Valiant	288	24.	8	4,063	450	32	800	

Name.	Length	Praft Ft. In.	Tons	Weight s.	Guns	Horse Power
Caledonia	273	25. 10	4.125	950	34	1.000
Enterprise	180	14. 0	990	***	4	160
Favorite	225	20. 0	2,186		8	400
Ocean	273	25, 10	4.045	950	34	1,000
Prince Consort	273	25 11	4.045	950	34	1.000
Research			1.253	1.0	4	200
Royal Alfred	273	25. 11	4.045	950	34	1.000
Royal Oak	273		4,056	950	34	
Royal Lovereign			3,963	750	5	800

Zealous..... 3,716 ... 16 800

There are also the following eight floating batteries: Ætna, Chasseur, Erebus, Glutton, Terror, Thunder, Thunderbolt, and Trusty. This gives a total of 29 iron-clads, not all of them in service yet. The British navy comprises in all 848 vessels. But this includes old ships that will never be put in commission as well as revenue gunboats of small size and of but small account in war. The following is the number of vessels, England had in service on her various

naval stations in February last. Channel Fleet..... East Indies and China,.... Distant Stations,..... 54

In the event of war with any foreign nation, probably one-half of her entire navy of 848 vessels could be brought into active service, if required.

8,524

Woolen Manufacture-A New Field for Capi-

We insert with pleasure the following communication from a grazier, whose suggestions deserve attention, and we agree with him that But in introducing any new branch of business Would France permit England or America to | into these islands, the mere possession of capital is not all that is required. It demands besides, a thorough knowledge of the proposed business. Nearly every new enterprise that has been introduced here has been attended with discomfiture to its originators. Witness the first sugar mills, the first flour mills, the first steamboats, the first silk and indigo enterprises. Each failed from a want of a union of these principal requisitescapital enough to carry it on even at a loss, till all obstacles are overcome, and a perfect knowledge of the business that may insure its being conducted with the greatest possible

With these primary requisites secured, we should rejoice to see a woolen factory erected on Oahu and another on Hawaii, to be located where there is an abundance of water. But without them, we fear they might prove but a repetition of other pioneer enterprises referred to, which have only brought pecuniary embarrassment to those who bravely undertook to pave the road over which others have so successfully followed, especially in the manufacture of sugar, which once stood begging, as wool now does, for a pioneer to put up the first mill.

Referring to steamboats, reminds us that the Kilauea is laid up to the great injury of our

and that standard will finally shape the course | inter-island commerce and trade. What little advance we have to show during the past two years, must be mainly attributed to the introhas sounded the toesin of alarm, and says that duction of steam. It is steam that has enabled these iron-clads must not be allowed to go to us to travel to Maui and around Hawaii with some regularity. It is steam that has located the new plantations, and is giving an impetus to sugar manufacture, and in connection therewith to all our inter-island and foreign trade. It is the reliance on steam alone that is quietly bringing among us for permanent investment, English, German and American capital. We understand that the Government owns the larger share in the steamer. If this be so, let the government act promptly. Gentlemen of the Cabinet, please stir the pokers and let us have more steam, or allow some one to do it for you. If the vessel needs repairs, say so at once, have the repairs made at once, and allow the public the satisfaction of having at least fresh Hawaii beef now

MR. EDITOR :- It has frequently occurred to me, that the low and disproportionate price obtainable for our wools opens a field for a new branch of business at the islands, and that some of our capitalists, if they embarked some of their surplus means in establishing woolen factories for the consumption of our raw material of wool, would find ample remuneration. In the colonies of N. S. Wales, they manufacture a great portion of their woolen fabrics for their home consumption and exportation, and among others, an article of tweed, which for beauty of texture, fineness, durability and manufacture, can rarely be excelled. I remember well the time when the first factory was established there. This most useful and desirable work was commenced in a very humble manner by two enterprising and working men, named Fisher and Donalson, of my acquaintance. These men commenced with a limited capital and manufactured an article of a very superior quality, and when I left the colonies they were amassing a large fortune between them. At the present time there are many other establishments of the kind in full operation doing well.

From my past experience both in the colonies and at these islands, I feel persuaded that woolen manufactories established here would be an eminent success. I cannot see why we are not able to manufacture an article rivaling in beauty those much admired tweeds, as also broad cloths, flannels, blankets, serges, and other woolen fabrics of the finest descriptions, as few other countries can much surpass our present and daily improving productions of raw

These islands being situated so nearly adjacent to the tropics are most admirably adapted for the growth and culture of fine wools, which circumstance would much account in any foreign war, and for this | enable us to make an article of the finest description, both for home consumption and exportation, let foreign markets rule as they may. In England, the United States, and other wool producing countries, they have severe winters to contend against, whilst with us it is almost, comparatively speaking, perpetual summer, avoiding thereby winter foddering, houseing, etc., with all its baneful effects to wool; thus we have great advantage over other countries, it must

I presume there are now, as near as I can estimate, upwards of 70,000 sheep upon the several islands, and with every prospect of a great annual increase; the breeds of which have within the last few years been greatly improved by the introduction of fine wooled stock, and I think it has been the aim of most sheep farmers to improve the character of their

The introduction of machinery for, say, at least two factories, one at Oahu and one on Hawaii, would. I think, be a source of remuneration and profit for the investment, as well as be an impetus to labor among the natives, particularly the younger classes of the people; while it would open up a market for the wool grower, direct with the manufacturing depots and be the means of keeping our funds at home which we now send annually to Europe and the United States for the importation of very inferior woolen fabrics at high prices, whilst we can manufacture a much cheaper, and in some instances better, article ourselves. All this, if you agree with, Mr. Editor, must prove beneficial in its results to the native and foreign community at large, to operatives, the sheep farmer and capitalist.

I have of late often heard it said by men of thought that sugar must and would be King, but should these factories be started here, there is great probability that wool transmogrified into broad-cloths, would be Queen, and, as is the case sometimes in domestic life, be the ruling power, and "wear the ECONOMIST. Hawaii, Sept. 30, 1863.

Scientific American for 1864. DERSONS WISHING TO SECURE THIS valuable publication for the next year, should leave their orders at once, as the list must be forwarded by the next mail. IF No mechanic or planter can afford to be without this H. M. WHITNEY.

BLACKSMITHS' COAL! For sale by JANION, GREEN & Co. NEW BOOKS!

DER RADUGA, A COLLECTION, MOSTLY Will be opened This Day! H. M. WHITNEY.

REMOVAL!

CEO. W. VOLLUM, TAVING REMOVED BACK TO THE OLD

Books, Pamphlets, Newspapers, Music,

Old Books, &c., &c.

Orders from the other islands should be accompanied with particular directions as to the style, and if the work is to match volumes previously bound, a sample volume should be All orders laft at H. M. Whitney's Bookstore will receive

HONOLULU IRON WORKS.

STEAM ENGINES, SUGAR MILLS, BOIL-ers, Coolers, etc., made to order. Iron and Bress Cost. ers, Coolers, etc., made to order. Iron and Brass Cos made and Job Work executed At the Shortest Notice.

In order to meet the wants of the Hawaiian Islands, the Proprictor of the Honolulu Iron Works has been induced to expend a large sum of money in erecting new and costly machinery, or such improved principles as to enable him to do work with unusual dispatch, in the best manner, and at most reasonable rate-No one now need go to San Francisco to fill orders, as the work can be executed at the Honolulu Iron Works as well, at as low rates, and with as much dispatch as it can be at the former In the machine shop there are

Bolt Cutting, Planing and Heavy Lathes. In the blacksmith shop there is a powerful steam blast which

Heavy Blacksmithing. F TERMS CASH. THOMAS HUGHES.

71 HIS WORK, WHICH GIVES A FULL and impartial History of the Crimean Invasion, is the most remarkable book that has appeared from the English press for many years, and in its popularity, equals Macaulay's History of England. It will consist of two volumes, the first of which only is published. The second will be published during 1864. A few copies just received and for sale. Price \$1.75. H. M. WHITNEY. Sinking of U.S. Steamer Vanderbilt by the Georgia.

The Havana Diario de la Marina of July 31st contains the news that the Alabama had destroyed the United States steamer Vanderbilt, after an engagement of 20 minutes, between Puerto Rico and Thomas. The same paper of next day gives further and different particulars on the authority of a person arrived from Cayo Hueso, where the news had been brought on July 27th by two vessels, one from Port Royal and the other a pilot boat, the latter of which had spoken a ship that had passed close by the scene of destruction. The statement runs thus: The Vanderbilt having received intelligence that a Confederate cruiser was doing damage to American vessels on the Great Bahama Bank, resolved to give her chase. At daybreak she fell in with the latter. which proved to be the new Georgia, (20 guns), and her Commander demanded a surrender. Captain Semmes of the Georgia answered in the negative; the demand was repeated by the Federal Commander with the intimation that he would give no quarter if his summons were not complied with, and received the same reply as before. The contest began without delay, and resulted in the complete destruction of the Vanderbilt, which after an engagement of 15 to 25 minutes duration, went down with the crew and everything on board .- Panama Star, Aug. 25.

MELCHERS & CO., Importers and Commission Merchants,

AGENTS FOR THE HAMBURGH-BREMEN FIRE INSURANCE COMPANY, KAIWIKI SUGAR PLANTATION,

TOBEY SUGAR PLANTATION. GUSTAV C. MELCHERS. J. D. WICKE, F A. SCHAEFER,

NEW GOODS W. N. LADD HAS RECEIVED FROM

SHELF HARDWARE,
CUTLERY:
CARPENTER'S TOOLS,
BRUSHES, TWINE,
BRUSHES, &C

GROCERIES, NOW LANDING FROM 'RADUGA.'

Tes. Boston sugar cured hams, Salt in boxes, Demijons Pearl Barley, Nutmegs,

Chocolate, P. & M. Yeast Powder, Lemon Syrup, Sage, Saleratus, Cream Tartar,

Soda, Ginger, Cayenne Pepper, Qr. boxes Codfish. 1-2 bbls. Pork, 1-4 bbls. Pork,

Kits Mackerel, Dried Apples For sale by S. SAVIDGE,

NEW STATIONERY

BLANK BOOKS OF ALL SIZES, Black and Blue Ink, Newspaper Files, Bill Files, Mucilage, School and Log Slates, and Slate Pencils, Chess Men and Chess Boards, Glass Paper Weights, Quills and Steel Pens, Quill and Ivory Tooth-picks, Lead Pencils of choicest grades and kinds, Inkstands, plain and improved patterns, Twine, Bancroft's Map of California and Pacific Coast, Post Office Letter Scales, Mathematical Instruments, Children's Alphabet Blocks and Toys. Drawing Paper of all sizes and qualities, Improved Rulers of various patterns, Seal Press. Bristol Board, Tin Post-Office Letter Racks, Perforated Board, Metalic Match Safes, Tin Envelope Racks, Portfolios letter and cap sizes Steel Pens of every desirable pattern, Eyelet Machines, With other office Stationery.
H. M. WHITNEY,

Dates Received At the Commercial Adv. Office,

Per "Daring," October 10. HARPER'S WEEKLY-Aug 8-22-29 eslie's Weekly-Aug. 15-22-29 New York Herald-Aug 18 World-Aug 8-15 Ledger-Aug 15-22-29

Zeitung-Aug 8-15-22 Hhist'd News-Aug 15-22-29 French Courier-Aug 24 London Illust'd News-July 25-Aug 1-8 Punch-July 25-Aug 1-8 Dispatch-July 26-2-9 S. F. Bulletin-Sept 12-19 Alta California—Sept 12—19 Sacramento Union-Sept 12-19

-MAGAZ!NES-

Harper's-for September Atlantic-for September London Art Journal-for August Cornhill-for August Westminister and Edinburg Review-for July

HAWAHAN SOAP FACTORY! Wm. H. HUDDY!

LELEO! HAVING RECEIVED A LARGE AND FULL with the best Yellow, Brown and

SOFT AND OIL SOAP, In large or small quantities to suit. P. S.—Soup grease always wanted COOPERING! J. A. BURDICK,

IN REMOVING HIS BUSINESS incere thanks to his friends and the in general, for the support and patronwhich they have been pleased to grant him for the past ten years, and hopes that by attention to business and promptness in the execution of all orders intrusted to him, he will merit a continuance of their favors.

THE WELL KNOWN BEEF PACKED BY

E. KRULL, KAUAI. For Sale by

Ed. Hoffschlaeger & Stapenhorst. Pasturage Notice.

NOTICE IS HEREBY GIVEN, that from the 1st of October, 1863, the following will be charged for Pasturage at Punahou. will be charged for Pasturage at Punahou. For horses put in for three months or more, \$1 25 per month. For less than three months, \$1 50 per month. WM. H. BAILEY.

To be Sold or Let Furnished. THE HOUSE AND LOT AT WAIKIKI. having been improved at considerable expense, affords For terms apply to JANION, GREEN & Co-

DIED .- Doct. George Bates, eldest son of Asher B. Bates, Esq., of this city, deceased at Quison, in China, on the 3d of August last, from the effect of a sun stroke-after a short illness-aged 28 years. The intelligence was communicated to his father by a letter from Colonel Barclay D. Tolly, of the Imperial Army, bearing date the 28th August, at Shanghai. Doctor Bates accepted service as Staff Surgeon under the late General Ward, and at the time of his death was in command of a company, and is spoken of by his Colonel, as universally respected and beloved, and one of the best officers in the service-and that he was followed to his grave by upwards of one hundred officers. who buried him with all military honors. While in the discharge of his duty as surgeon or in command, one of his associates who is now in this port on his way to the United States. says he knew no fear, and that his zeal, (manifested in looking after the wounded during a battle on one occasion, impelled Gen. Ward to order him to the rear, declaring his life was too valuable to be sacrificed. Doctor Bates was educated as a Physician in the University of Michigan and at "The Crosby School," in New York City, under the direction of Doct. Parker; and leaves a large circle of friends and acquaintances to mourn his decease, who will be gratified to know that during his last illness he had medical attendance and that all that could contribute to his physical comfort was abundantly supplied .- Poly.

A PUBLIC CONVENIENCE.

STAMPED LETTER ENVELOPES FOR Inter-island Envelopes. 3c. each, or 33 for \$1 American Envelopes, (joz.) 12c. each, 9 for \$1 American Envelopes, Double, (loz.) 25c. each,

or 5 for \$1. The American Letter Envelopes will pay the entire postage to any part of California or Oregon, or the Eastern States. No letters should be sent out of the kingdom without the full postage prepaid by stamps. Persons ordering envelopes from the other islands, should state whether white or buff envelopes are preferred.
376-3m H. M. WHITNEY.

Map of the Sandwich Islands.

THE ONLY CORRECT MAP OF THESE I Islands is that of the U. S. Exploring Expedition, published by the American Government. Every farmer who owns an acre of ground, every captain who commands a coaster, every traveler who wants to find correct names and distances, and every gentleman who desires to be posted up about the group.

should possess a copy of it, A few copies left, price \$1.50 each. For sale at the BOOKSTORE.



DO YOU WANT A STOVE

Or TIN WARE OF ANY DESCRIPTION? GO TO GEO. C. SIDERS! Corner of Fort and King Sts.

Opposite Mr. E. O. Hall's Store, and you will have an opp nity of obtaining just the article at the LOWEST market rates. WOOD and COAL. TIN and JAPANNED WARE, consisting in part of cake boxes, tea and coffee cans, knife trays, &c. Britannia tea and coffee pots, sheet lead, tin and copper hip baths, zinc, Russia galvanized and English sheet iron,

SHIP WORK and PLUMBING executed with 386-6m-ly

Latest Parisian Styles of

HATS A New, Choice & Fash-

ionable Assortment. JUST RECEIVED AT

> A. S. CLECHORN'S Wholesale and Retail Store on the Wharf. -AND-Retail Establishment, Nuuanu Street.

Received PER "DOMITILA."

2 lb. tins fresh Salmon, 2 lb. " fresh Findon Haddock, 2 lb. tins Grouse Soup, 2 lb. tins Hare Soup.

And a superior assortment of

CONFECTIONERY Pink and white rock candy, Spanish Licorice, Thick Peppermint lozenges. Cinnamon Ginger Cayenne Jenny Lind

ALSO-On hand, a large assortment of MEERSCHAUM, WOOD and FRENCH CLAY PIPES, Likewise the best brands of CHEWING & SMOK-ING TOBACCO, HAVANA and MANILA CIGARS,

For sale by JOHN CATTANACH,

Working Oxen for Sale. THE UNDERSIGNED OFFERS in good order, and a lot of chains, gear, &c. &c., used in hauling wood for the "Kilanea." For particulars inquire of R. B. NEVILLE, at Honolulu, or D. BARRETT, Keopuka,

FRESH GARDEN SEEDS.

GROWTH OF 1863. LARGE VARIETY CAREFULLY SE-Cabbage, Tomato. Pumpkin, Celery, Egg Plant, Sweet Mountain Pepper, White and Red Clover, Peas and Beans.

Flower Seeds, &c. H. M. WHITNEY. Rags! Rags!

THE UNDERSIGNED WILL PAY CASH for Cotton or Linen RAGS, delivered at his office, or will receive them in payment for the Krokoa newspaper, at the following rates WHITE RAGS-3 cts. per tb. COLORED RAGS-21 cts. per ib.

All rags offered should be clean and free from dirt. Cotton!

Cotton will also be purchased at the following rates Cleaned cotton (free from seeds) 20 cts. per pound. Uncleaned cotton (that with seeds) 6 cts. per pound. Either rags or cotton will be received from natives or other in payment for the Kuokoa newspaper.

H. M. WHITNEY.